



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

April 22, 2014

Mr. Joseph Malak, Manager  
Lenawee Co. Airport  
2651 Cadmus Rd  
Adrian, MI 49221

Lenawee Co. Airport (ADG) Adrian, Michigan  
Modification of Airport Construction Standards

Dear Mr. Malak:

Enclosed are copies of conditionally approved Modification of Standards (MTS) for the rehabilitation of the North and West taxiways project. These MTS requests were for the qualification of bidders and construction layout stakes. Please note the comments we have provided as part of the approval, outlined on Page 3 of the document.

If you have any questions, please contact me at 734-229-2909.

Sincerely,

**ORIGINAL SIGNED BY**

Marlon D. Peña  
Program Manager

CC: MDOT Aeronautics

**RECEIVED**

JAN 12 2016

**FAA GREAT LAKES REGION  
MODIFICATION OF AIRPORT DESIGN STANDARDS  
COMPLETE FORM IN CONJUNCTION WITH THE USER GUIDE****Aeronautics  
Division**

1. AIRPORT: Lenawee County Airport	2. LOCATION (CITY, STATE): Adrian, Michigan	3. LOC ID: ADG
4. EFFECTED RUNWAY/TAXIWAY: N/A	5. APPROACH (EACH RUNWAY): NA — PIR — NPI — VISUAL	6. AIRPORT REF. CODE (ARC): NA
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): NA		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD(S) BEING MODIFIED (CITE REFERENCE DOCUMENT): Advisory Circular 150/537010G General Provisions Section 20-02 Qualification of Bidders		
9. STANDARD/REQUIREMENT: Qualification of Bidders		
10. DESCRIPTION OF PROPOSED MODIFICATION: Replace 20-02 requirements in their entirety will be replaced with the Michigan Department of Transportation (MDOT) prequalification system. Section 20-02 allows Highway department prequalifications. This revision will make that the only option for bidding.		
11. EXPLAIN WHY STANDARD(S) CANNOT BE MET: The MDOT has a prequalification in place for bidders in Michigan and this is equivalent of section 20-02. The prequalification takes into account both fiscal and qualification requirements.		
12. DISCUSS ALL VIABLE ALTERNATIVES: This is the only viable alternative to replacing section 20-02.		
13. ASSURANCE THAT MTS WILL PROVIDE AS OUTLINED IN THE 'USER GUIDE': The MTS will not affect the quality of the project.		
<b>ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN</b>		

# FAA GREAT LAKES REGION MODIFICATION OF AIRPORT DESIGN STANDARDS

14. Skip to Question 15 if request is not for a Modification To Material Standards or Construction Methods.

## CHECK WHEN APPLICABLE

☐

Modifications to materials standards is requested because locally available materials cannot meet the requirements of that standard.

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Modifications to construction methods standards will result in cost savings and/or greater efficiency.

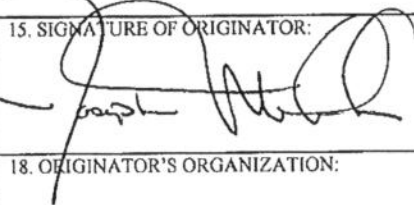
☐

Bids have already been received for this project.

IF ANY OF THE ABOVE IS CHECKED PLEASE PROVIDE ADDITIONAL DETAILS.

This modification will allow Michigan airport sponsors to continue with the prequalification system that is currently in place. It will allow the sponsors to have qualified bidders in numerous construction categories vetted for qualification and financial requirements.

15. SIGNATURE OF ORIGINATOR:



16. PRINTED NAME OF ORIGINATOR

Joseph Malak

17. DATE

1/7/2016

18. ORIGINATOR'S ORGANIZATION:

Lenawee County Airport

19. TELEPHONE

(517) 265-8993

20. E-MAIL

[airport.manager@lenawee.mi.us](mailto:airport.manager@lenawee.mi.us)

21. DATE OF LATEST FAA SIGNED ALP:

November 21, 1995

BELOW IS TO BE COMPLETED BY FAA				
22. ADO RECOMMENDATION:  <b>CONDITIONAL APPROVAL</b>	23. SIGNATURE:  <i>Mark D. Peo</i>	24. DATE:  <b>4/22/16</b>		
25. FAA DIVISIONAL REVIEW (AT, AF, FS, etc.):   				
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR
AGL-622	<i>[Signature]</i>	03/16/2016	WITH CONDITIONS	
COMMENTS:     				

26. AIRPORTS' DIVISION FINAL ACTION:		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>UNCONDITIONAL APPROVAL</b>	<b>CONDITIONAL APPROVAL</b>	<b>DISAPPROVAL</b>
DATE: <b>4/22/16</b>	SIGNATURE: <i>[Signature]</i>	TITLE: <b>MANAGER, DET ADO</b>
CONDITIONS OF APPROVAL:  <p>Conditional Approval based on the FAA's forthcoming approval of this section of the State of Michigan's on-going request for the development of State Standards at non-primary public use airports. Airport Sponsor must ensure a firm (including out of state contractors) that is not on the Michigan pre-qualified list has adequate opportunity to become qualified prior to bid opening, which ensures fair and open competition.</p>		

**FAA GREAT LAKES REGION**  
**MODIFICATION OF AIRPORT DESIGN STANDARDS**  
 COMPLETE FORM IN CONJUNCTION WITH THE USER GUIDE

<b>BACKGROUND</b>		
1. AIRPORT: Lenawee County Airport	2. LOCATION (CITY, STATE): Adrian, Michigan	3. LOC ID: ADG
4. EFFECTED RUNWAY/TAXIWAY: N/A	5. APPROACH (EACH RUNWAY): NA <input type="checkbox"/> PIR <input type="checkbox"/> NPI <input type="checkbox"/> VISUAL	6. AIRPORT REF. CODE (ARC): NA
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): NA		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD(S) BEING MODIFIED (CITE REFERENCE DOCUMENT): Advisory Circular 150/537010G General Provisions Section 50-06 Construction Layout and Stakes		
9. STANDARD/REQUIREMENT: Contractor Staking		
10. DESCRIPTION OF PROPOSED MODIFICATION: Replace Contractor Staking with Engineer Staking. The Engineer will retain the layout of horizontal and vertical control as currently required. The Contractor will remain responsible for replacing damaged stakes.		
11. EXPLAIN WHY STANDARD(S) CANNOT BE MET: The engineer will be responsible for all staking requirements on the project. The contractual requirements for engineer staking in Michigan is as follows:  The Consultant is responsible for the construction surveying required to accomplish the contract work. This includes laying out the job, setting benchmarks and grade stakes, taking cross section elevations, and laying out the location and elevation of runway and taxiway lighting and navigational aids. The field method of staking is to be determined by the Consultant, as long as adequate project control is provided to allow the contractor to comply with project plans and specifications.  If applicable, permanent runway centerline monuments and approach surface markers shall be placed by the contractor, at the runway alignment control points, and approach surface locations set by the Consultant. Requirements for the locations and installation of these markers must be shown in the construction plans.		
12. DISCUSS ALL VIABLE ALTERNATIVES: There are only two viable alternatives for this section, contractor or engineer staking for construction layout.		

13. ASSURANCE THAT MTS WILL PROVIDE AS OUTLINED IN THE 'USER GUIDE':

The MTS will not affect the quality of the project, but rather only the party that is completing the construction layout and staking.

**ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN**

# FAA GREAT LAKES REGION MODIFICATION OF AIRPORT DESIGN STANDARDS

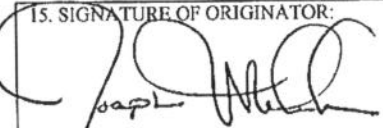
14. Skip to Question 15 if request is not for a Modification To Material Standards or Construction Methods.

## CHECK WHEN APPLICABLE

- |                                     |  |
|-------------------------------------|--|
| <input type="checkbox"/>            | Modifications to materials standards is requested because locally available materials cannot meet the requirements of that standard. |
| <input checked="" type="checkbox"/> | Modifications to construction methods standards will result in cost savings and/or greater efficiency.                               |
| <input type="checkbox"/>            | Bids have already been received for this project.  |

IF ANY OF THE ABOVE IS CHECKED PLEASE PROVIDE ADDITIONAL DETAILS.

This modification will allow Michigan airport sponsors to continue with the efficient survey system that is currently in place. It will also keep coordination issues between the engineer and the contractor to a minimum allowing for a more efficient project. The engineers also have a better understanding of the plans and will be able to more effectively layout the project.

15. SIGNATURE OF ORIGINATOR: 	16. PRINTED NAME OF ORIGINATOR  Joseph Malak	17. DATE  1/7/2016
18. ORIGINATOR'S ORGANIZATION:  Lenawee County Airport	19. TELEPHONE  (517) 265-8993	20. E-MAIL  <a href="mailto:airport.manager@lenawee.mi.us">airport.manager@lenawee.mi.us</a>
21. DATE OF LATEST FAA SIGNED ALP:  November 21, 1995		

BELOW IS TO BE COMPLETED BY FAA				
22. ADO RECOMMENDATION:  <b>CONDITIONAL APPROVAL</b>	23. SIGNATURE:  <i>Mark D. Reo</i>	24. DATE:  <b>4/22/16</b>		
25. FAA DIVISIONAL REVIEW (AT, AF, FS, etc.):				
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR
AGL-622	<i>[Signature]</i>	03/16/2016	WITH CONDITIONS	
COMMENTS:				

26. AIRPORTS' DIVISION FINAL ACTION:		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>UNCONDITIONAL APPROVAL</b>	<b>CONDITIONAL APPROVAL</b>	<b>DISAPPROVAL</b>
DATE: <b>4/22/16</b>	SIGNATURE: <i>[Signature]</i>	TITLE: <b>MANAGER, DET ADC</b>
CONDITIONS OF APPROVAL:  Conditional Approval granted based on the FAA's forthcoming approval of this section of the State of Michigan's on-going request for the development of State Standards at non-primary public use airports. The Airport Sponsor must understand this request puts the liability for construction staking on the Owner and their Engineer. In addition, AIP does not participate in costs associated with corrective actions due to survey. This is now the liability the Airport Sponsor is now assuming from the contractor.		